

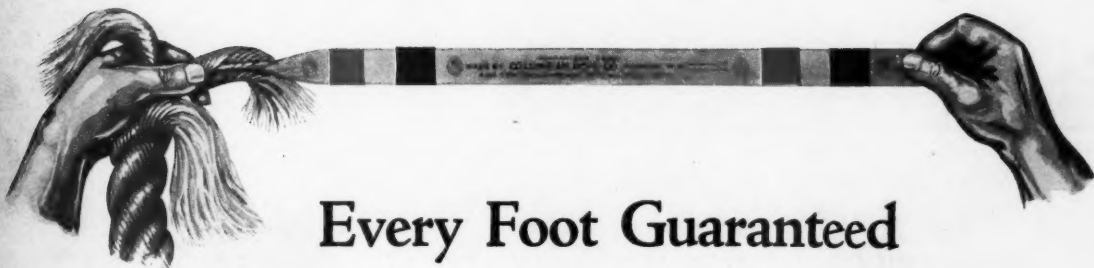
ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. III.

AUGUST, 1922

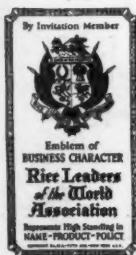
No. 7



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NEW YORK, U.S.A.

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

AUGUST, 1922 VOL. III, No. 7

David O. Campbell.....Pres. and Treas.
Frank Arnold.....Manager
Arthur W. Brayley.....Editor

Published Monthly by
ATLANTIC FISHERMAN, INC.
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Boston Massachusetts

A Dollar a Year Ten Cents a Copy

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

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ANENT BUSINESS

A NATURALIST once divided an aquarium with a clear glass partition. He put a lusty bass in one section and minnows in the other.

The bass struck every time a minnow approached the glass partition. After three days of fruitless lungeing, which nettled him only bruises, he ceased his efforts and subsisted on the food that was dropped in.

Then the naturalist removed the glass partition. The minnows swam all around the bass, but he did not strike at a single one. He had been thoroughly sold on the idea that business was bad.

There's a moral here if we need it. Take another shot at the glass partition. Maybe it isn't there any more.—The Compass (Vacuum Oil Co.).

THE CALL OF THE SEA

The first of a series of selections from the best writings of all ages descriptive of the sea.

I CANNOT see the heaving of this prodigious bulk of waters, even in a calm, without a very pleasing astonishment; but when it is worked up in a tempest, so that the horizon on every side is nothing but foaming billows and floating mountains, it is impossible to describe the agreeable horror that arises from such a prospect. A troubled ocean, to a man who sails upon it, is, I think, the biggest object that he can see in motion, and, consequently, gives his imagination one of the highest kinds of pleasure that can arise from greatness.—Joseph Addison (from The Spectator).

IMPORTANT NOTICE

WITH this issue the ATLANTIC FISHERMAN announces a service department for the exclusive benefit of its readers.

If you are thinking of buying, or want information on anything from a complete vessel to a boat nail write to Atlantic Fisherman's Service Department.

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THE FISHERMAN'S WAY

THERE haint no style to a fishin' craft,
No more than there is on a lumber raft,
The men of her crew bunk fore and aft,
And ship on the self-same lay.

The rules, whut there is, are fair and square,
"Each man is expected to do his share."
Ef he don't wa'al, sumbody parts his hair
Fer that is the fisherman's way.

In port, sometimes, when they're "fittin' out,"
You kin hear men argue and growl and spout,
With the skipper, who, mebbe, is watchin' out
While they tauten a shoulder stay.

"This here is a devilish rotten fall."
"That fores'l you got don't fit a'tall."
But the skipper sez, "Heave ahead";
that's all,
Fer that is the fisherman's way.

When the fleet stands out, on the off-shore tack,
A'cartin' sail till the mast-heads crack,
And there haint a line er stay thet's slack,
You will here these fellers say

"We're holdin' our own, without no fuss"

No son-of-a-gun takes the wind from us,
Our spars are springin'? They might be wuss."
Fer that is the fisherman's way.

On the fishin' banks, when the trawls are set,
Or the seine boat's out with a mile of net,
And the fog drops down like a blanket wet,
Thet shuts out the light of day.

They don't stop to figger out which is worst,
To swamp and go down er die of thirst,
But say "Damn the man thet gives in first."
Fer that is the fisherman's way.

When one of the fleet gits blowed in-shore,
An strands on the rocks, in the breakers' roar,
You think thet the rest dodge an extry chore?
Er twiddle their hands and pray?

Its "Into the dories" and off pell-mell
And ez they shove clear you kin hear em yell
"We'll fetch em all back or we'll go to Hell."
Fer that is the fisherman's way.

So they live their lives all along our coast,
They suffer some, but their wimmen most
But there's always one fer to take his post
When a lad goes out to stay.

Fer the risk and toil and the miserie
Can't scare a fisherman off the sea
It wuz always so (and twill always be)
Fer that is the fisherman's way,
—J. C. A. in New Bedford Standard.

On the Swordfish Grounds —

use a boot that will
stand the gaff.

Converse NEPTUNE

Neptune
Hip Boot

is built for knocking around
alow and aloft on 16- to 24-
hour-a-day tricks.



—An extra heavy
top—wide and roomy
at the hip to give
a comfortable fit over
thick pants.

—A double layer of
rubber just above
the knee where the
boot-top gets its
hardest wear.

—The special Converse
“lap seam” where the
top joins the leg, re-
inforced inside and out
to give double strength
where the top is folded
down.

—A projecting edge of
the tough, long-wearing
outsole that protects the
upper from chafing and
porousness where it is
joined to the sole.

ASK TO SEE A
“NEPTUNE” BOOT
BEFORE
BUYING
AGAIN

NEPTUNE is made in four styles,—hip, sport-
ing, Storm King, and short,—and can be fur-
nished in regular rights and lefts, or straight
lasts. If your dealer cannot supply you, write
direct to the factory.

Converse Rubber Shoe Co.

MALDEN, MASS.



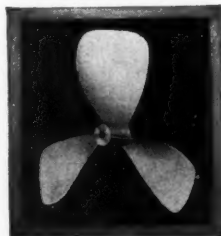
Cap'n Allswell says:
“They cut the water
as slick as a whale’s
flukes.”

“Smooth on the blades as
an old silver dollar; stout
and strong; but light on
the shaft as a snow-flake
on a maiden’s cheeks; an’
cutting the water as slick
as a whale’s flukes—

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pitch, balance and de-
sign; and they will
stand up under a blow
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square inch, because
they’re made of man-
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all sizes.



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RECOMMENDATION No. 10

Gentlemen:

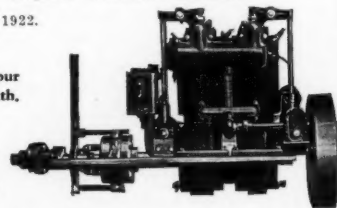
My 12 H. P. model “G” Knox engine is the
finest motor in these waters and the other
fishermen are rapidly finding it out. She will
not burn as much gas as my previous 5 H. P.
motor of other make which I sold; she also
has the power. I recently made a run from
Corea to Jones Island, distance sixty miles,
with a fleet of six boats. I made the run
faster than any of the other boats. It took
me 7 hours and 25 minutes and my engine
burned only seven gallons of gasoline, which
is less than any engine of the other six.

You may refer anyone to me if you wish,
as I am glad to show them what my model
“G” Knox engine will do. Very truly yours,
(Signed) NORMAN BRIDGES.

Corea, Maine,
June 11, 1922.

Another will appear in our
advertisement next month.

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Four Cycle Type



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CAMDEN, MAINE, U. S. A.

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. III.

BOSTON, MASS., AUGUST, 1922

No. 7

Skipjack, Bugeye and Sail Canoe

Chesapeake Work Boats Hold Big Regatta—Craft Work at Oyster Dredging in Season

By WILLIAM MCLENAHAN

IN writing the story of the races of the Chesapeake Bay work boats, at Annapolis, on August 12, it should be told that these races are an annual affair, conducted by the Chesapeake Bay Yacht Club, and financed by the Baltimore Sun and Evening Sun.

Three types of boats, all evolved from the original "log canoe," in vogue in the Revolutionary period, participated in the sailing races. They were the bugeye, the skipjack and the sail canoe, and indeed the power boat entries were of the same type, with not more than a 7 H. P. motor. These boats are peculiar to the Chesapeake Bay waters, and the writer, who is familiar with the Eastern Coast waters, has never seen them elsewhere.

The first bugeye was made by a "parson," who found the canoe too slow to cover his many charges in the tide-water counties of Maryland. During the war of 1812, the Reverend Joshua Thomas had constructed this type of boat for his own convenience, and it is related that when the British troops occupied Tangier Island, he visited them in his "freak boat," preached to them, and predicted their defeat at North Point, where the "Star Spangled Banner" was written.

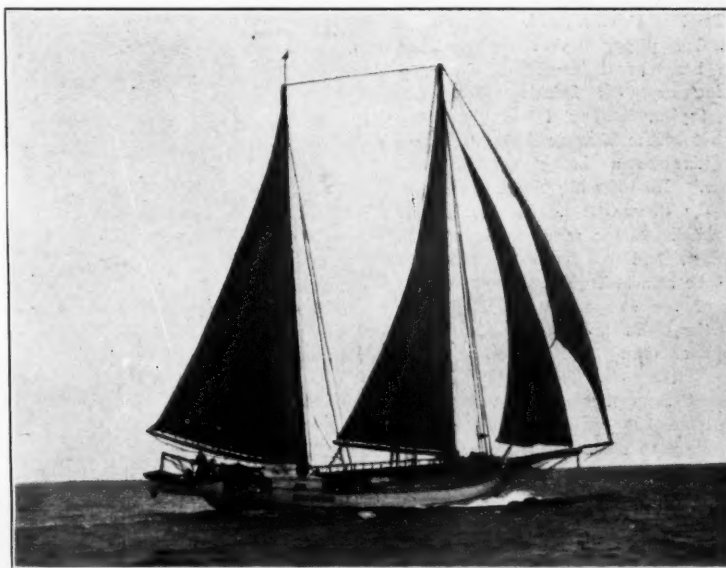
The skipjack was an evolution, in that it has but the one raking mast and a stern. It, too, had its origin in colonial days.

The canoe, apparently a cockle shell, is of the old pattern, and as great a sea boat as ever met a gale. In truth, each of these boats is of the type that will carry the maximum loads at the minimum expense, and in the minimum time. Races have been run since time immemorial between these little chaps,—not often for a stake; but when two craft left a port, there was a race, and it is recorded that the first prize of-

fered was on July 4, 1865. Ten thousand people saw three of the fastest bugeyes struggle in the Patuxent River for an American flag.

It is the idea of the Sun and Evening Sun to hold these annual regattas until the people of Maryland and Virginia are so enthused that there shall be annually an Interstate Work Boat Classic of the Chesapeake Bay work boats.

in sight of the United States Naval Academy at Annapolis, Maryland. In the bugeye class the entries were more than 50 feet in length, most of them being 70 feet. The winner, the Emma J. Faulkner of Cambridge, a 70-footer, is of the type that is farthest removed from the original. Her lines are curving; she has a concave bow and the rounded stern. Her 75-foot masts are pitched about 8 or 9 feet. She was



EMMA A. FAULKNER, CHAMPION BUGHEY

These races are the classic of the Chesapeake Bay, and excite more interest than any other event upon Maryland waters. They were conceived for the one purpose of fostering the building of these little burden carriers of the Bay, and the perpetuating of this class of boats.

The events were held over a course

the only boat of her class that carried a flying jib. It is very possible that this sail will be debarred from future events, as it is not usually a working sail.

The course of 12 miles was triangular; there was a quartering wind as the racers came in on the last leg. The time of the Emma A. Faulkner was

2 hours, 20 minutes, 45 seconds. When it is remembered that on two legs of the course it was a beat to the wind-

The Agnes, (another Cambridge entry), of the skipjack class, a 40-footer carrying a jib and foresail, ran the

and often carry on their business of oyster dredging with the northwest wind howling along at a 45-mile clip.

The Skipjack (the local synonym is "skip") Agnes is as radical a departure in construction from her type as is the other Cambridge winner, the Faulkner. She, too, carries out the swelling lines, and glides over the bay with scarcely a ripple to tell of her passing. She sailed the allotted 12 miles against and before the wind, in 2 hours and 20 minutes. Her nearest opponent was the Lilly Shores, a true "dead riser," similar to the George T. Todd. She went around the three buoys in 2 hours and 41 minutes. Next came three sister boats, in 2 hours, 50 minutes; 2 hours, 51 minutes and 2 hours, 52 minutes.

These were in the decked skipjack class, and they were followed by the no-deck class open boats of about 30 feet in length. This hardly sounds like the description of heavy weather craft, but these boats are. Only a few days ago the writer, aboard a big bay boat, while she had her nose pushed into the wind, and was getting her anchors ready to ride out a blow, saw one of these little boats go scudding under the stern of the big boat and start for Crisfield, 18 miles across the Chesapeake. The skipper of that "skip" was smoking a cigarette. A little 29-footer, the



AGNES, WINNER OF SKIPJACK CLASS

ward, this was good time, practically 5 land miles an hour.

The runner up for the Emma A. Faulkner in the race was the George T. Todd of Crisfield, Md. This bug-eye seemed a pigmy behind the Faulkner, with her 52-foot length, as she came tearing over the finishing line. She is a typical "three-sail boat," and the 12-knot breeze blowing during the race was far from being a "three-sail breeze." Like her big sister, the Faulkner, she threw out a stay sail before the wind. She carried no flying jib. In fact, had no boom to which it could be attached. Yet, in spite of the size of her competitor and the extra sail, the Todd finished but four minutes later than the Faulkner.

The George T. Todd type is very different from that of the victor. She is a true bug-eye, and straight lines from stem to stern mark the construction of her hull. She is known as a "dead-riser." This is the original Chesapeake model.

Her keel is a "log" running clear through with sister "logs" following the outer lines of the hull. The bottom planking is laid across, grooved into the keel and outer log. The sides are run longitudinally straight, at right angles with the keel. The boat is as sharp aft as forward, and if the races of August 12 proved anything, it is that the original type of bug-eyes with the proportionate dress of canvas, will outsail the latter-day model of curves and beauty.

identical course as the Faulkner, and took only 4 seconds longer to cover the 12 miles than did her big sister. This is the type of boat that is seen in



BAY RIDGE, QUEEN OF SAIL CANOES

fleets wherever one travels in the lower Chesapeake. At the Crisfield custom house there are something more than 3,000 of them registered. Norfolk, Va., has a long list of them, while the Baltimore custom house carries many more on its books. They, like the bug-eyes, go out in all kinds of weather,

Sham R., won the race for this class, in 2 hours and 35 minutes.

Right behind the Sham R. came the sailing canoe, Bay Ridge, 33 feet long, which made practically the same time as the other classes, 2 hours and 35 minutes.

(Continued on page 10).

A Swordfishing Trip

By DR. W. G. NEWELL

II.

ACTUAL fishing aboard a "sworder" usually ceases at four in the afternoon, when all hands help to clean the fish. The following morning before breakfast the fish are put down in ice. It seemed strange to me that we had none of the fish to eat, but I was told that if the fish were cut they could not be marketed.

I had been told by the crew of the peculiar manner in which the swordfish washed out his stomach, but it was rather difficult to believe. However, it was not long before a fish was caught with his stomach out of his mouth. It seems that the swordfish's chief food consists of small fish which are killed by the threshing of his sword as he swims through a school of them. Lacking teeth

The monster was harpooned by the skipper, and immediately turned and attacked the schooner, plunging its sword through the bow to a depth of



SOME OF THE LIBERTY'S CREW



LOWERIN' AWAY A BIG ONE

to chew, he opens his mouth and swallows his victims in their entirety. Naturally, after the process of digestion gets in its work, there is a considerable quantity of bones left in the stomach. What would be more logical than to turn the stomach inside out and wash it in the briny. That is the process that the swordfish pursues, after which he "swallows" his stomach again and is ready for his next meal. What a boon it would be if the same arrangement of intake and ejection might be adopted by humans in these hectic days. Imagine the joy of sitting down to a mess of steamed clams with a stomach that would function like the swordfish's.

An interesting incident on the trip was the capture of a large sea turtle. It had no commercial value, and was only captured for my entertainment. (Yes, the crew were excellent hosts.) The spearman said he could spear the turtle within an inch of the outer rim of his shell, and thus not harm him. This he did; and after photographing him, we put him back into the ocean.

While we did not suffer any casualties, there is always a considerable element of danger present where swordfish are concerned. Recently, I read of a big "sword" attacking a Gloucester schooner.

nearly five inches. In another case, a Greenport beam trawler put in for overhauling, bearing deep gashes in her planking where a gigantic swordfish repeatedly charged the hull till his sword was broken off. Often a swordfish drives his sword through a dory. Recently a big swordfish attacked a dory to which he had been drawn by the fisherman to be lanced. He put up a furious battle, finally driving his sword through the bottom, cutting the fisherman's boot and inflicting a wound about an inch deep in the doryman's foot.

After two weeks of fishing we headed for Bos-



AN INCIDENTAL CATCH

ton with 67 fish which weighed out 17,000 pounds. It was a great trip. I marveled at the patience and sacrificial spirit of the men, deprived of many privileges and their families, yet with an enviable philosophy of life. It needs such an experience as this to make one appreciate the men who follow the sea.

Fishermen's Race News and Comment

MAYFLOWER STORM CENTER

THERE has been another outbreak of the Mayflower controversy. It seems that the owners of the Boston schooner are getting a little impatient at the delay of the Halifax Committee in handing down a decision as to the eligibility of the Mayflower for the International Races. Thus far no word has come from the Canadian body. This apparent reluctance of the Canadians to pass judgment on the Mayflower has given rise to some vicious propaganda carrying intimations of collusion between the American Committee and the Canadian trustees, in which the delay in passing upon the eligibility of the Boston vessel is attributed to "an understanding with the Gloucester 'bunch.'"

Later these accusations were denied vigorously by officials of the Mayflower Associates. The American Committee has announced that it will insist upon the eligibility of the Mayflower, provided that the Boston vessel is the winner in the Elimination series.

A BAD SCARE

THERE was considerable consternation among fishermen when recent despatches from Canso stated that a plank bearing the name Henry Ford, evidently out of the bow of a schooner, was picked up 12 miles at sea. Had the Henry Ford not been berthed at her Gloucester wharf at the time, there would have been a veil of gloom on the whole water front, and the hoodoo following race contenders would have been on everyone's tongue.

It was the Ford's name plate, all right, which was ripped off in a rough spell on the Banks, but otherwise the vessel was not damaged.

WANT DEFINITE ASSURANCE

THERE seems to be no good reason why the Canadian trustees defer their decision on the eligibility of the Mayflower. A request for a ruling was sent to Halifax as early as last February but nothing has yet come of it.

Meanwhile the Mayflower backers are in a quandary. The time is drawing near when plans for fitting for the races should be formulated. Without definite assurance from Canada of eligibility, the owners of the Boston schooner are reluctant to make necessary preparations, for it is doubtful if they would race their vessel at all without a chance to try for the International Cup.

ELIZABETH HOWARD MEASURED

WHILE the Elizabeth Howard was on the railways the American Race Committee took the opportunity to measure her. Measurements were taken from her rail to the very bottom of her keel. Permanent marks were placed on the rail so that when the schooner is in ballast and racing trim, all that will be necessary to determine

her draft is the measurement from the waterline to the marks on her rail.

Every schooner that hauls out on the railways and is contemplating entering the elimination races will be likewise measured, so that there will be no delay in getting the schooners into the contest.

FIVE SCHOONERS ACCEPTED

AT a recent meeting of the American Fishermen's Race Committee it was voted to receive entries for the American Elimination Races on and after July 31st. The committee accepted the entry of five vessels, Mayflower of Boston, Yankee of Boston, Elizabeth Howard now of Gloucester, L. A. Dunton of Gloucester and the new schooner Henry Ford of Gloucester.

The Committee also voted to increase its membership to 25. The following named have been added: John A. Matheson of Provincetown; Leonard Parker and John Burns, Jr., of Boston; Frank S. Willard of Portland, Me.; W. W. Lufkin, collector of the Port of Boston; and Congressman A. Piatt Andrews of Gloucester. Six others will be elected later.

A NEW CANADIAN

ANOTHER fine looking craft, the Margaret K. Smith, was recently launched at the Smith and Rhuland Yards at Lunenburg. She's a Rhuland design and is similar to the Mahaska launched from these yards several months ago for Captain E. Mack. The new vessel, however, is three feet longer than the Mahaska and will carry a much larger spread of canvas.

Compared with the Bluenose, she is about eight feet shorter and has not as deep a hold. Captain Wynacht expects to enter her in the races this fall.

SAILS ON SALT TRIP

AUGUST 14 schooner Elizabeth Howard sailed on a salt trip looking spic and span in a new coat of white paint. She showed plenty of speed in a 15-knot breeze; and her backers predict good things for her when they change her rig from her present knockabout type, and put on her 14-foot bowsprit.

WANT RACES OFF LUNENBURG

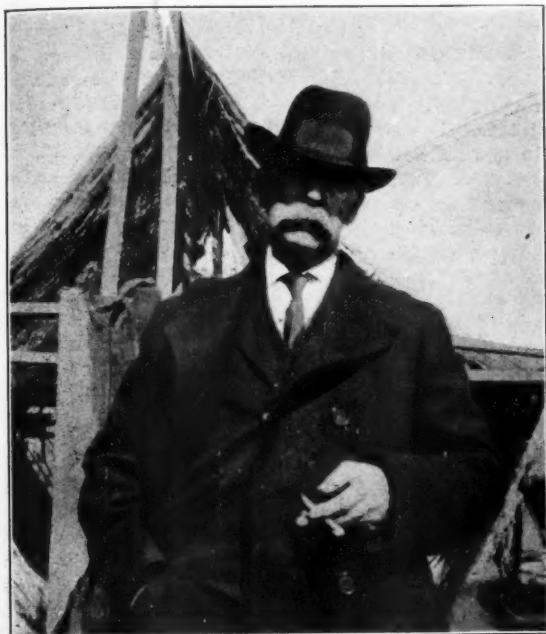
A MEETING was held recently in the Lunenburg Court House for the purpose of considering the advisability of holding the Nova Scotia Elimination Races off Lunenburg instead of Halifax. A committee was appointed to confer with the race committee at Halifax.

Permanent headquarters of the American Fishermen's Race Committee have been established in the directors' rooms of the Gloucester Chamber of Commerce.

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

Off-Hand, Easy Going — A Trump Card of Old Ocean



CAPTAIN FRANK HALL

NONCHALANT, yet debonair, is the idea one gets of Captain Frank Hall, the well-known Gloucester skipper. Off-hand, easy going, with a devil-may-care way about him, you'd have to be initiated in the ways of the sea, and have a long acquaintance with the men who rule on it, to tell at first glance that Frank Hall was a master mariner. If you judged him by his raiment or by the assiduity with which he plays cards with group after group of fellow sea-dogs you'd size him up as a highly successful but retired man from the business world. And so he is—in a way. That's in the late fall or during the winter months, however.

Time was when the genial skipper drew no line between summer zephyrs and the icy blasts that are handed the mariner from the North Atlantic; but being within one year of the allotted age of man (he looks 20 years from it) he has earned a respite, whenever he cares to take it, from a romantic but severely exacting calling.

A driver and a pusher has ever been characteristic of Cap'n Frank, who first made a voyage from "Down East" to Gloucester in 1870. In '74 he started fishing from the famous town where success came to him and followed uninterruptedly. During his long career he has lost but two men. In both cases it was due to their own carelessness.

The captain was washed over the side himself but was washed back again. After commanding scores of fine craft, this mariner can say, with pride, "I've lost but one spar during my life-time of fishing."

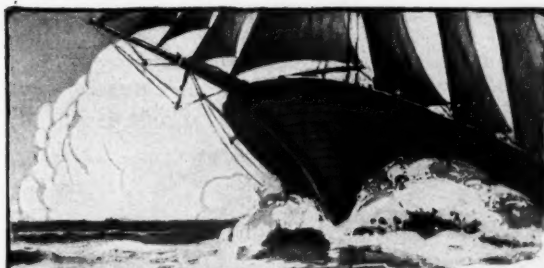
Frank Hall's first Gloucester craft was the Poquet, followed by the Crest of the Wave, Witchcraft, Fannie Belle (built for him by Arthur D. Story) Ellen J. Adams, Fred B. Frye, Hattie D. Linnell, John L. Nickerson, Wolford, M. L. Wetherell and Ralph L. Hall. The Hall was built 17 years ago for Captain Frank and was named for his youngest boy.

Mrs. Hall is still living and the family is further augmented by two girls and three boys, the ages of the children ranging from 23 to 38 years.

Oh, a rare and jolly old bird is Captain Frank. Go to Gloucester this fall, call at the Master Mariners' and ask for him. You'll find him, as I have always found him—one of those trump cards of the old ocean who seems to have won a perpetual youth from its buffettings.

SET DATE FOR AMERICAN TRIALS

The American Elimination Races will be held off Gloucester October 12, 13 and 14.



STRATFORD OAKUM
stands the strain!

The pitch and throw of a vessel plowing through a heavy cross sea, the pounding and straining proves her staunchness.

Seams caulked with Stratford Oakum stand the strain. For generations Stratford Oakum has been used by the world's leading ship yards.

GEO. STRATFORD OAKUM CO.,

Jersey City, New Jersey

With the Sworders

RECORD SHARE

THREE trips made swordfishing by the schooner Hazel M. Jackson resulted in net shares of \$3,000 each for her crew of seven men. Their financial returns have excelled those of any of the boats going for swordfish on the Atlantic coast. Captain Jackson was the first to land a good sized fare of the fish when the season opened this year, and his 83 fish brought 31 cents a pound, almost the high mark of the season. On his next trip to Boston, Captain Jackson had 153 swordfish, receiving 14 cents a pound. The third fare was landed at New Bedford on Wednesday, when Captain Jackson came in with 125 fish, for which he received 14 cents a pound, a better price than has been paid for several days. Captain Jackson happened to hit the market when no other boats were in.—Nantucket Inquirer and Mirror.

ATTACKS VESSEL

A big swordfish made a ferocious attack on the Gloucester schooner Nyoda, Captain Charles Nelson. The monster was harpooned by Captain Nelson and immediately turned and attacked the schooner, plunging its sword through the bow to a depth of nearly five inches, a foot above the waterline on the starboard side. The swordfish released itself and started off with the harpoon in its back. Frank Miles, one of the crew, was sent out in a dory to capture the fish. Miles threw a lily-iron into the back of the monster and paid out the line as the big fish drove through the water at a rate of about nine miles an hour, carrying the dory along with it. For four hours the fish swam in a zig-zag course, until finally it became exhausted and was captured by Miles. The fish weighed 350 pounds.

SWORD PIERCED FISHERMAN'S FOOT

Arthur Miller, a member of the fishing sloop Natalie, which arrived at the Boston fish pier Saturday, was wounded in the right foot by a swordfish which drove its sword through Miller's dory on the fishing grounds a week ago, while the fisherman was attempting to bring the big fish in after it had been harpooned. The swordfish, maddened by pain of the lily-iron in its body, nearly upset the dory in its attack. Its sword cut through the boat and went through Miller's rubber boot, inflicting a wound about an inch deep in his foot. The

swordfish became so tightly wedged in the dory that it was necessary to haul fish and dory together onto the deck of the sloop.

SHARE \$624 in 7 WEEKS

CAPTAIN WILLIAM TOBEY placed his last dollar in the little two-sticker Zilpha, fitted her out for swordfishing, and now he tops the fleet with the highest share and stock of the season.

With not more than seven weeks of fishing, much of the time merely drifting along Georges in heavy fog, unable to see more than the length of the schooner, the Zilpha has piled up a stock of \$7,307, her crew breaking with a roll amounting to \$624.

The first trip out the vessel stocked \$3,400 and her crew shared the sum of 301. The second trip netted the Zilpha \$2,107 with the crew's share at \$180, while last trip brought the sum of \$1,800 in stock, and a share to the crew of \$143. It sure was good pickings for Tobey and his gang.—Gloucester Times.

RECENT STOCKS

Schooner A. Piatt Andrew, Captain John Silveria, stock \$2,428, share \$181.

Schooner Audrey and Theo, Captain Percy Perriway, stock \$1,880, share \$153.

Schooner Marion McLoon, Captain Edward Proctor, stock \$2,080, share \$150.

Schooner Florence E. Marchant, Captain Nelson Amero, stock 2,000, share \$145.

Schooner Minerva, Captain James O'Neil, stocked \$1,460 and each of the crew shared \$118.

Schooner Evelyn and Ralph, Captain Harry Clattenburg, stocked \$3,140 and the crew's share was \$230 apiece.

Schooner Lafayette, Captain George E. Peebles, stocked \$2,161 and the share was \$166 to a man.

Schooner A. Piatt Andrew, Captain John Silveria, on her maiden trip, stocked \$3,000 and shared \$205.

Schooner Audrey and Theo, Captain Percy Perriway, stocked \$2,840 and the share was \$258.

Schooner Rita A. Viator, Captain Antoine Sears, stocked \$2,924 and the share was \$162.

Schooner Zilpha, Captain William Tobey, on her swordfishing trip at Boston this week, stocked the fine sum of \$2,200 and the share was \$129.

In her two trips the craft has stocked \$480 clear.

Skipjack, Bugeye and Sail Canoe

(Continued from page 6).

The real feature of this classic of the Chesapeake, is that whether it be the commodious bugeye or the one-ton carrying canoe, the boats of the bay type are equally speedy. A 70-footer sailed the course in just 15 minutes less time than did the sail canoe. The canoe carries the same three sails as does the bugeye. The "skip" carries but one jib and foresail, yet the "skip" is equally fast.

These are the typical work boats of the Chesapeake. The schooner, so common to Eastern ports, is fast moving away. Recently, in Cambridge, a bugeye was lying besides a bay schooner. The schooner could have carried the bugeye upon her decks; yet when it came to load oysters the schooner carried only 12½ per cent. more than the bugeye. On the schooner was the captain and a crew of three. On the bugeye the captain was assisted by a lone darkey, who was mate, cook and crew. The expense of the schooner was 300 per cent. more than that of the bugeye; the earning capacity less than 10 per cent. more. The average sailing time of a schooner from the Eastern Shore to Baltimore is 10 to 14 hours. The bugeye makes the crossing of the Chesapeake in 7 or 8 hours.

Another feature of the Chesapeake Bay boats is the cut of their sails. Leg-of-mutton they are called. With but the light boom and no gaff, they are quickly broken out, and almost as quickly shortened into one, two or five reefs. One man usually handles the sails, and does it far more quickly than can be done by the much-augmented crew of a square rig of the same size.

"Why this type of boat?" has been asked oftentimes by visitors. Their work is principally in the oyster dredging and fishing industry of Maryland and Virginia.

In oyster dredging, they go out in winds of 40 or even 50 miles per hour. They must be the best weather boats, and after the day's task, they must make harbor, for there is no holding ground on the oyster bottoms.

In the spring they are found on the fishing grounds, usually shoal water with seas running halfway up their masts. They must stick to it. In the summer months they are the errand boys of the Chesapeake. This evening tied up to a wharf in Virginia, two hundred miles away; tomorrow in Baltimore, loaded "decks to" with potatoes, watermelons or other foodstuffs. They are purely a work boat, but they can sail.

Green-Gilled Oysters Reared

Bivalve is Cultivated in France—Considered Obnoxious in America—No More Harmful Than Lettuce, Celery or Other Green Foods

GREEN-GILLED oysters, especially grown in France as a delicacy, and occasionally found on our side of the ocean, owe their peculiarity to a vegetable growth and not to the presence of copper. This microscopic vegetation is regarded abroad as lending a particularly delicious flavor to the oyster. In Marennes, France, we are told, the bivalve is cultivated in special "claires" or small artificial tide-water ponds, in which the oysters' gills become bright green. There is a great demand for them at Marennes and at many of the famous French watering places because of their flavor and unusual "fatness." The price paid for green-gilled oysters is considerably higher than that paid for normal "white" oysters.

While the oyster farmer of Marennes goes to some trouble to rear his oysters, particularly to obtain the green coloration of the gills, the American oyster farmers of certain parts of the Chesapeake Bay and North Carolina sound regions have occasionally been granted by nature and the privilege, generally much against their wills, of rearing green-gilled oysters when they would have been better satisfied with the ordinary American "white oyster."

The greening of the breathing apparatus of the oyster is caused by a vegetable pigment characteristic apparently of a single microscopic plant, a diatom. The rate of growth and reproduction of

this particular diatom is governed by very delicate changes in the chemical constitution of the sea water in which it lives. The oyster ingests a large number of diatoms of many different species in its normal feeding process. So when the particular diatom whose pigment causes the greening is very abundant, it naturally feeds freely on that also.

The greening results directly from the chemical attachment of the green pigment of the minute plant to the white blood cells of the oyster. The compound thus formed destroys the value of the cell, which becomes then a true waste product of greenish color floating about in the blood of the oyster. The gills, in addition to serving as the "lungs" of the oyster, are so constructed that waste products are excreted through them. It is because of this function therefore that the gills of the oyster become green. The vegetable pigment of the diatom, not much different from that found in cabbage or spinach, has attached itself to the blood cell, has destroyed the cell as far as its function is concerned, and the waste compound so formed has been deposited in the gills awaiting its excretion. Green-gilled oysters held alive for two weeks in water which does not contain the diatom in question regain their normal "white" appearance. The green-gilled bivalve is a food luxury, no more harmful than the lettuce, celery, cabbage, and spinach found on the American table daily.

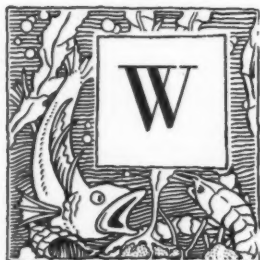
This Natural Trap Stops Tons of Fish On Each Ebb Tide



Thousands of fish are trapped at ebb tide each day in this freak fish pond at Dark Harbor, New Brunswick. Tides rise and fall from 28 to 20 feet, exposing the long sand bar on the ebb. Most of the catch is taken at the outlet in the bar.

AS WE SEE IT

ASK US AN EASY ONE



WILL the Mayflower race this fall? Here's a poser that is put up to us daily from all sides. For Peter's sake, dear reader, ask us an easy one. Mayflower was barred last year, wasn't she? True enough she's shown herself to be a fisherman during the past 16 months. But what's that got to do with it? The Canadian trustees didn't say she wasn't a fisherman; they said she was built so close to the limit that other possible contenders would be scared off. But she's the same old Mayflower, isn't she?

Now comes the announcement that the American Committee has declared the Boston schooner eligible for the Elimination Races, and will insist that the Canadian Committee accept her for the international event in case she wins. Insists? That's a strong word. Last year the American Committee O. K.'d her—but she didn't race.

GOOD FROM EVIL

SCIENTISTS now assure us that a method has been discovered for laying down an oil film on a body of water that will completely check evaporation—in other words, that will prevent fog. This film can be produced from heavy mineral oil, and can be reduced to a thickness of but 1-7500 of an inch.

In consideration of the agitation against oil pollution that is rousing the whole Atlantic coast, may we not look to these scientists to convert the oil nuisance into the precious boon of a fogless ocean?

A CHANGE NEEDED

WORD comes from the Canadian Maritimes that the lobster fishermen are pretty much disgusted with the present lobster laws. Complaints come most frequently from Yarmouth and Shelburne Counties, Nova Scotia. The chief criticism from this section is that the spring season is altogether too short to make it worth while for a fisherman to fit for it. As a general thing he can count on but two months of fishing. In March and April the uncertain weather makes the calling extremely hazardous to life and gear. And a season that permits of but two months of fishing works tremendous hardships to the fishermen and their families. The fact that the authorities found it necessary to grant an additional two months open

season last fall to alleviate a very serious situation, is significant.

The fishermen want a season that will preclude the necessity for emergency measures. They want a season that is fixed—a season that they can count on. They want to know whether to fit for one season or for two, and they want to know in time to plan their work for at least a year ahead. They want a season that will not conflict with mackerel drifting and the consequent loss of and damage to gear. In a word, they want a return of the old season from the first of December to the 15th or 20th of May.

Better still, lift entirely all seasonal restrictions and establish a size limit. Only such an arrangement makes for practical conservation.

UNNECESSARY DELAY

IT seems about time that the Canadian International Fishermen's Race Cup Trustees handed down a decision on the Mayflower. With the preliminary events just in the offing the Mayflower Associates would like to know whether or not they may safely make the necessary preparations. It costs money to put a schooner in shape for racing.



A LITTLE BOY EXPLAINED TO HIS FRIEND THAT A FISH NET IS A LOT OF HOLES TIED TOGETHER WITH PIECES OF STRING.

IT TAKES MIGHTY GOOD STRING TO KEEP THE HOLES TOGETHER.

TRY OUR SEINE TWINE AND NETTING.

NEW YORK NET & TWINE CO.
MOODUS, CONN.

TO THE SOUTH'ARD

SAY CRAB LAW UNFAIR

THE Virginia legislature has recently passed a crab law which, fishermen say, will not only fail of its purpose to benefit the crab fishery, but places an unfair burden of hardship upon the hook and line fishermen.

The law, in effect, is as follows: Soft crabs of three inches and under must be thrown back; same as to hard crabs less than five inches.

It is said that a crab from three to four inches long is the usual size for bait for hook and line fishing. With this law enforced much of this kind of fishing would have to be abandoned.

It is generally recognized that laws for the protection of crabs are needed, but it is felt that the few crabs used for fishing would not materially affect the situation.

The chief offenders, according to the fishermen, are the winter crab dredgers. Stop winter dredging, they say, until crabs are plentiful again.

SPAT CATCHES ON PATUXENT SHELLS

Good catches of oyster spat on shells planted at the mouth of the Patuxent about two months ago are reported by Swepson Earle, engineer of the Maryland State Conservation Commission.

Near Hog Island the young oysters were twice as large as on the other side of the river, Mr. Earle said, due to a swift current stimulating their growth. Eighty thousand bushels of shells were planted at the mouth of the river. Mr. Earle will leave today to inspect other areas and survey oyster bottoms for which leasing applications have been received.

Oyster beds in various sections are reported free of young mussels, he said, and the indications are for a good oyster season.

HOUMA LOOKS FOR BIG SEASON

The first of the season's shipments of "the oysters that made Houma famous" are going forward August 31, and if there is anything in a packer's "hunch," the oysters will go out of Houma in greater quantities than at any time since the beginning of the oyster business in Houma 30 years ago. Statistics of the industry show that when the oysters are of good quality, trade is good; the better the quality the better the trade. And there is scarcely a packer of Houma

oysters who will not tell you that the oysters along the Terrebonne coast are finer in every way—larger, fatter, saltier, better flavored and, all these things considered, more wholesome—than they have ever known them before to be at this time of the year.

As the stocks are exceptionally large, and the oysters, even in this hot period of the year, are of unusual excellence, and must, in the natural order of things, improve when fall and winter come, the packers feel that they have the right "hunch," and they are making preparations for a year of prosperity, which they believe is about to usher in with the opening of the shipping season, August 31.

PROHIBITS USE OF GASOLINE

The governor of Virginia, with the concurrence of the governor of Maryland, has issued a proclamation which prohibits the use of gasoline-driven boats in dredging oysters in the waters of the Potomac. This proclamation is the result of a belief that gasoline is injurious to oysters and will, if continuously used, destroy them. It is unfortunate if this belief is really substantiated by fact, as it will place a handicap on the industry in many places. The beds, however, must be protected.

SHERIFF ARRESTS CLAMMERS

Sheriff Shockley of Snow Hill, Md., has had many complaints lately that Virginians were clamming in Maryland waters, especially in Sinepuxent Bay, so he went on a scouting expedition and captured six men in the act. They jumped into their boats and attempted to get away, but rifle shots brought them to a realization that the sheriff meant business. Fines amounted to \$102.

OYSTERS FOREVER

The New York conservation commission has been successful at the Cold Spring harbor, Long Island, in the efforts to produce oyster sets from artificially fertilized eggs, an achievement which has been striven for in one place or another for 40 years. This means that there will be little danger of exhausting the oyster supply, for by this method the oyster beds may be kept properly populated with growing oysters.

WANCHESE (N. C.) NOTES

According to the present outlook there will be great doings in the vicinity of Wanchese this fall when fishermen with new rigs conflict with those who have been fishing some special ground for years. The old timers have put in considerable work building their camps and will resent any interference at the hands of the new comers.

If one-half as many fish are caught this fall to the crew as were last, and the Globe Fish Co. is the only market, it is certain that the Globe people will not have to shut down for the want of fish.

The night fishermen of this place, better known as swipers, have been getting some sleep recently, as the weather has been far from favorable for night fishing.

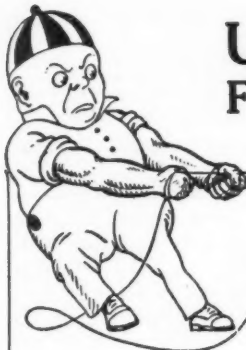
Billy White Daniels, Stephen Tillett, Spencer Daniels, Fitz and Lates Etheridge and Ivey Daniels left, after completing rigging their net, for Whales Head, where they will begin fall fishing on the back of the beach just as soon as a few minor repairs can be made on the house in which they plan to stay during the fishing season.

An audit of the books of Galveston fish dealers shows that they are importing more than half the fish sold there, because the pollution of Galveston Bay by oil is driving out of the bay and killing the oysters, according to J. G. Burr of Austin, auditor of the state fish, game and oyster commission. —Fish & Oyster Reporter.

The large Keyport oyster boat owned by the J. & W. Elsworth Company and in charge of Captain August Soehl, left its wharf recently to go to Mariner's Harbor, S. I., for a two-weeks' lay on dry docks for its annual overhauling.

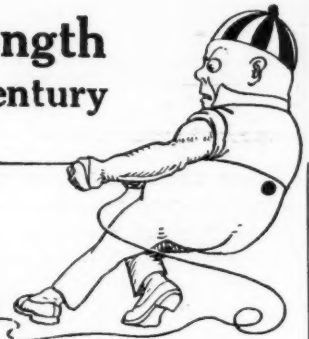
A large bed of clams was discovered this week at Northport, N. Y. The baymen have been reaping a harvest, making as high as \$20 a day. At the rate the ground is being worked it will be soon cleaned up.

The fishing steamer Amaganset, was stranded and sunk eight miles off Hog Island, Va., July 20. The crew of 31 men were rescued by coast guards. The steamer hailed from Cape Charles.



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Seventy-five years of know how and the very best cotton tell the story. All you've got to do is to write for a liberal free sample and be convinced.

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BROWNELL & CO.,

Moodus, Conn.

LOBSTER NOTES

THE SITUATION

AUGUST has seen a big drop in supplies with a consequent rise in price to 45 cents per pound. In the Buzzard's Bay district fishermen have been doing well, catches running from 1,200 to 1,500 pounds a week.

Supplies for late August and September promise to be plentiful as the season opens in several sections of the Maritimes, and the Maine fishermen prosecute the fishery more diligently. September ought to see a marked drop in price.

LOBSTERS SCARCE IN MAINE

Lobster fishermen along the York county coast of Maine are complaining about the scarcity of the shellfish and say it is impossible to get a fair day's pay in their business. They are getting only a few lobsters. The game and fish wardens had but one man before the court for violating the law for some weeks, and that case was settled when the respondent paid the cost of court. The law has been so vigorously enforced that lobstermen, even if they would, have difficulty in disposing of shorts.

MARITIMES HAVE GOOD SEASON

In the Maritime Provinces as a whole the lobster fishermen had a normal catch which was in the main sold at fair prices. In P. E. Island the pack of lobsters was above normal, while on the north shore of New Brunswick it is reported to have been good. During the

season packers' prices were about \$8.00 per case. The export movement of canned lobsters has been good, though it appears to be quiet just now. Exporters, however, are said to be confident that they will be able to dispose of the lobster pack at fair prices.

PLANES ROB POTS

The robbery of lobster pots by hydroplane is the latest wrinkle reported by fishermen at New London. According to a report a fisherman from Noank, while visiting his gear, discovered men in a hydroplane robbing the traps.

When the men saw him they flew away before he could identify the machine.

VINEYARD HAVEN NOTES

Lobsters are getting fairly plentiful. Vineyarders do not share the mournful sentiment expressed in the New Bedford Standard although they are sorry that the city is not getting its share.

There is no indication that this is to be a poor season for lobsters. The schools seem to have found their way to these waters, and most any one who wants lobster can have it. The weather didn't interfere so much with the lobstermen, as they could leave their pots for several days at a time to find no more damage than a good full haul.

Captain Levi Jackson brought in 600 the first of the week. Captain Frank Prada landed 300.

WANT OLD SEASON BACK

Editor, Atlantic Fisherman:

No doubt, you have heard that the lobster fishermen in Yarmouth County and Shelburne County are satisfied with the season they have at the present time. Now, Mr. Editor, that is not the case, as they wanted me to write to the ATLANTIC FISHERMAN to see if you would agitate a permanent lobster law that the fishermen can depend upon. As it is today, they don't know what to do—whether to fit for one season or two. I should think that any man could see that just the spring season is a humbug, as the men can only figure on two months, as March and April are, as a general rule, pretty bad. In fact, I know that only twelve hauls were made in April and a few days out of the twelve it was not fit to be in a boat.

Now, Mr. Editor, what we fishermen want is the old season back again. What I mean by that is to start fishing the first of December and continue until the 15th or 20th of May. That would give the men a chance to drift mackerel and would save a lot of lobster gear that is cut away when they start in drifting for mackerel about the 20th of May.

The men that are satisfied with the present lobster season are the lobster packers.

Yours truly,

A. M. FORBES.

Lower Woods Harbor, Shelburne County, Nova Scotia.

August 16, 1922.



SLOOP MADE \$2,000 IN SIX HOURS

ONE of the largest and most profitable catches of mackerel was made by Captain Harry Handoff, of Portsmouth, off Kittery Point, in his 45-foot power sloop with his crew of three, Wallis England, Robert Carlson and J. DeCost. The latter will share in the stock, which brought \$2,000 in a Boston market.

The catch was made in six hours off Boone Island. Captain Handoff put out for the fishing grounds at 2 a. m., and the crew gathered in 10,000 pounds, or 50 barrels of these fish. They were large mackerel and the price paid is said to have been 21 cents a pound. The catch hit the market in the right time, as mackerel were reported scarce and the price at a top notch. The lot was quickly shipped to Boston by auto trucks after the haul was made. Several schools of tinker mackerel are still running off the island.

AMAGANSETT SINKS

Punctured by part of what seemed a mass of hidden wreckage off Myrtle Inlet, near Oyster, Virginia, July 20, the fishing steamer Amagansett, Chesapeake Fisheries, Inc., foundered and sank in approximately ten feet of water.

The steamer was "bailing" from her purse net, a pretty catch of fish, and struck, it appears, on an unmarked and apparently unknown lump. The steamer had already aboard a fairly good cargo of menhaden and had filled her coal bunkers the evening before which means the loss of several thousand dollars in addition to the boat itself.

The Amagansett was an excellent steamer, and had but recently been thoroughly overhauled at great expense by her new owners, who purchased her of the Cherrystone Oil & Fertilizer Co. She carried marine insurance, but it is said not to have been covered for anything like her value.

Captain Peterson of the Elizabeth A. is a happy skipper with his new 45 H. P. C.O. Claims that he can get just as much out of her as he could with his 70 H. P. gasoline, and if anything, greater flexibility, aside from tremendous fuel saving.

"WOLVERINE"

Four Cycle Airless Injection

CRUDE OIL

ENGINES-46 to 95 H.P.

Instantaneous Starting from Cold

No Hot Bulbs---No Electricity

No Water Ignition

The Most Economical Prime Mover Known

Send for Catalog No. 142

WOLVERINE MOTOR WORKS

44 Union Avenue

Bridgeport, Conn., U. S. A.

ELVA L. SPURLING SUNK

Patrick Powers, 44, of the fishing schooner Elva L. Spurling's crew, met death when that vessel was sunk in collision with the steamer Lake Flournoy, off Cape Cod, August 1. His body was brought to Boston by the freighter, which also picked up Captain G. A. Perry and 15 men and landed them safely. The Spurling was inward bound from South Channel, laden with 40,000 pounds of fresh fish when the accident took place a few miles off Nauset.

STOP!

GASOLINE and OIL

G. FRANK TUTHILL

Greenport, - Long Island

One of the trawlers fishing in South Channel recently caught a lobster on her trawl that weighed 19½ pounds.

Now Comes 4-Cycle Oil Engine

New Type Fired by Combustion—No Hot Bulbs, Electricity, nor Water Ignition

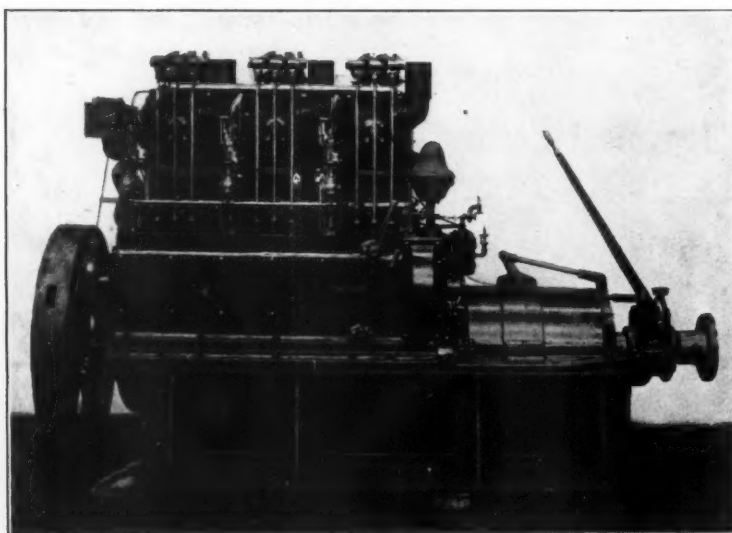
THE crude oil engine has long offered a particularly attractive field for experiment to internal combustion engineers. Hence the amazing progress in the development of this type of motor.

Now comes the 4-cycle oil engine, a simplified Diesel, brought out by the Wolverine people—an engine that promises big things for the work-boat field. The efforts of this concern have been centered for some six years on the development of a simple, yet highly efficient, engine that could be entrusted to the care of the average operator now familiar with gasoline or kerosene motors. This model 4-cycle is the culmination of this effort and is but a logical development of the Wolverine engine to use a cheaper grade of fuel in still smaller amount than formerly.

The chief features of this new type, now called the Wolverine heavy oil engine, are its method of combustion and its unusual flexibility. The engine is fired by compression alone. It does not require any electrical equipment nor

pet cocks mean a great deal in the way of economy. In fact, fuel consumption remains almost in direct proportion to the power absorbed. For instance, one fishing skipper reports that running light to the Banks he completely shut down two cylinders of his four-cylinder engine, thereby running on greatly reduced fuel consumption, and then made the market with his load with the engine full open.

One skipper reports that under average working conditions, the fuel consumption in his 95 H. P. engine is less than 4 gallons per hour, and another engine of 70 H. P. uses only about 3 gallons per hour. Such low fuel consumption is truly remarkable, particularly when it is remembered that a gallon of lubricating oil will last at least twice as long in this four-cycle engine than it does in any other machine. Installations on vessels engaged in swordfishing, where quick maneuvering is a prime requisite, have successfully demonstrated the ease in which this new engine can be throttled down.



THE NEW 4-CYCLE CRUDE OIL ENGINE

spark plugs, nor does it use any outside heat either in starting or in running. It will start immediately from stone cold no matter what the temperature.

Its flexibility is a factor that will appeal at once to the fishing skipper. The ease with which it can be throttled down, and the fact that one or two of the four cylinders can be shut off by the simple closing of the fuel supply

As the principle is radically different from that of the hot bulb, semi-Diesel or Diesel engine, we feel that a short description of the engine will be of considerable interest to the hundreds of fishing vessel owners who are today contemplating new propelling equipment.

The four-stroke cycle is given below:

(1) Suction stroke—A full charge

of pure air is drawn into the combustion chamber as soon as the intake valve is mechanically opened, and the piston moves downward.

(2) Compression stroke—On the upstroke of the piston—with intake and exhaust valves closed—the air is compressed to about 320 to 350 pounds. At a predetermined point a portion of the air is again compressed to a still higher pressure in a specially designed chamber and consequently raised to a high temperature by this compression. Simultaneously with the injection of a finely pulverized oil spray by means of a highly developed fuel device, the super-compressed air of high temperature is violently injected in a whirling motion into the combustion chamber.

(3) Expansion or working stroke—Combustion is instantaneous and under the influence of the rapidly occurring expansion the piston is moved downward on its power impulse.

(4) Exhaust stroke—The exhaust cam opens mechanically and ejects on its upward stroke the products of combustion.

The elimination of electric spark plugs, torches or other heating arrangements heretofore used for starting heavy oil engines is a marked advance. This is made possible by using suitable compression pressure in the combustion chamber.

The actual turning over of the engine is accomplished by the use of compressed air mechanically admitted at the proper time. The supply of starting air is furnished by a small independent compressor set furnished with each engine. In addition to the compressor set used for first starting, there is a water cooled air compressor on the engine itself which serves to maintain the required amount of starting air. The compressor on the engine can be unloaded when the proper pressure is shown on the starting air gauge. Air tanks, pressure gauge, quick opening air starting valve and safety valve for air line are included in equipment.

All controls are brought to one point on the engine and may be handled from the engine or from the deck.

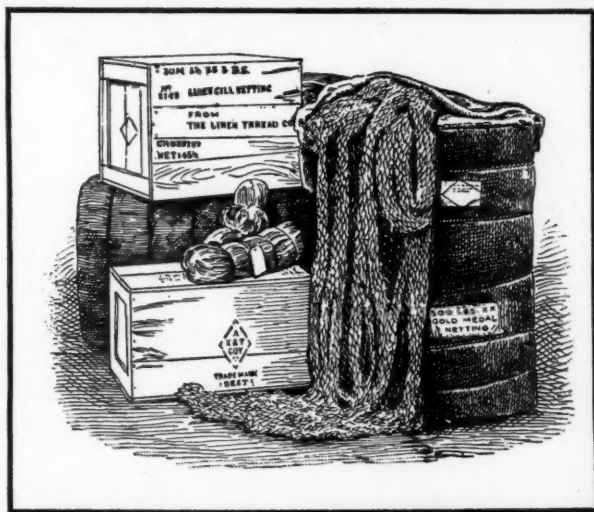
Each cylinder head is provided with a safety valve as called for by the best practice covering this type of engine.

FITTING NEW CRAFT

The new schooner Lark is berthed at the old Halibut wharf, Gloucester, where longshoremen are stowing away ballast in her hold. Shipsmiths are also putting the bobstay irons on her bow.

Headquarters for
**GOLD MEDAL
 COTTON NETTING**
 and
**A. N. & T. CO.'S
 LINEN GILL NETTING**
**BURNHAM'S
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**EVERYTHING
 FOR FISHERMEN**

Pounds, Seines, Traps,
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 fitted complete in any
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 BOSTON
 GLOUCESTER
 BALTIMORE
 CHICAGO
 and
 SAN FRANCISCO

PORTLAND FISH NOTES

August 1. Tinker mackerel continue to arrive in large quantities. There were also 800 barrels of porgies landed at the freezers. Dealers' prices today—cod, \$4 to \$5.50; haddock, \$7; eusk, \$4; hake and pollock, \$2; tinkers, 2½ cents.

The two cold storages here have about 6,000 pounds of porgies in their rooms.

August 2. Schooner Acushla, Captain Ivor Carlson, arrived today with

35,000 pounds halibut and 30,000 pounds salt cod; halibut sold to the Willard-Daggett Co.

About 50,000 pounds of tinker mackerel landed today from the traps along shore.

August 3. Schooner Lochinvar, Captain Charles York, in today with third trip of swordfish—120 fish.

Dealers' prices today—cod \$5 to \$6.75; haddock, \$5.50; eusk, \$4; hake and pollock, \$1 per hundredweight; large mackerel, 20 cents per pound; tinkers, 3½ cents; swordfish, 9 cents; lobsters, 35 cents.

The small boat seiners landed about 3,000 pounds of large mackerel caught around the Cod Ledges today.

Schooner Stranger, Captain Frank Doughty, arrived today with 114 swordfish; sold to Willard-Daggett Co.

August 5. Schooner Bernie & Bessie of Portland arrived with 113 swordfish; sold in Boston.

The catch of tinker mackerel is falling off. What fish was landed today is selling at 4½ cents per pound.

Small boat seiners are catching a few blue-backs and mackerel around the Cod Ledges, landing about 3,000 pounds of large mackerel today and selling at 20 cents.

Steamer Trident landed 72 barrels of tinker mackerel at Dirigo Fish Co.; also Schooner Elizabeth Nunan with 103 swordfish.

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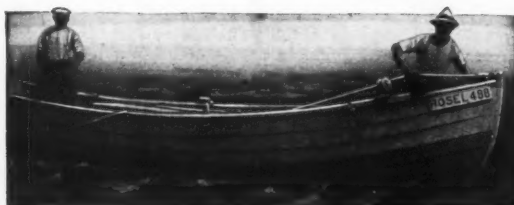
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\$6.50 PER POUND

The smallest swordfish ever brought to the Boston fish pier arrived aboard the Boston swordfishing craft Anna, and was sold for \$65. It weighed only 10 pounds, and the price of \$6.50 per pound made it the highest ever paid for fish here.

The Nyoda brought in a 30-pound fish

which sold for \$10. The average price of swordfish here is 12 to 13 cents per pound, and the average swordfish brought to this port weighs 150 to 175 pounds. One weighing less than 60 pounds is unusual. The 10-pounder brought in recently was caught off the Georges banks. The meat of small swordfish is much more palatable.

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SKIPPER MUST MEET BILLS

THE Supreme Judicial Court recently sent down an opinion in the case of Leandro J. Costa of Boston, against Gorton-Pew Vessels Co., which is of tremendous importance to all fishing vessel owners.

For years it has been the custom that when a vessel was on the fourth or fifth lay, the captain alone is responsible for bills for gear. Mr. Costa admitted that such had been his understanding of the rule, but that at the time of the settlement of the fishermen's strike in 1917, the terms of that settlement changed the situation making the owner of the vessel responsible for such bills.

In this case Costa sold gear to the captain of Acushla and when not paid for brought suit against the Gorton-Pew Vessels Co., owners of the schooner.

The case was brought to trial last October before Mr. Justice Hammond and a jury in Boston. A verdict for the defendant was handed down. The case was reported to the Supreme Judicial Court, where it was again argued in March, and the decision upheld.

On the strength of this decision the obligations of vessel owners, skippers and outfitters are now definitely settled, being just as they were always understood by the trade.

Captain "Marty" Welsh gave the Boston fish trade a surprise recently when he brought his steamer, the Thelma, into the fish pier with a catch of 63 swordfish captured on Georges. This is Captain "Marty's" first venture in this line, as all through his long fishing career he has clung religiously to ground-fishing and mackerel killing. The poor

luck that has attended the search for mackerel this summer forced Captain Welsh to turn to the swordfishery, but he carried a mackerel seine along to be prepared to take any mackerel that might be encountered.

The National Net & Twine Co. have recently moved to larger quarters in Moodus, Conn., to take care of their rapidly expanding gill netting trade. The former plant at East Haddam dates back to the earliest of net making plants. A large quantity of the early net making machinery was actually constructed in this building.

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CATCHES 34 SHARKS

STEAMER Petrel came into Nantucket, July 27, with a very interesting catch—34 sharks, caught that day. Just what will be done with this strange cargo the Petrel's crew did not announce upon their arrival, but from the equipment they carried and the fact that they did not bring in any other species of the watery tribe, it is certain that they went out that day in quest of sharks and nothing more. They were practically all full-grown sharks—some of them real

"grandfathers," gray-backed and white-bellied and with long rows of glistening white teeth. What anyone would do with one shark would be a problem, but with 34 of them to dispose of it would seem to be far more of a job to get rid of such a fare than it was to capture them. But then shark oil is marketable and the great creatures have livers that bring fairly good prices, so probably the Petrel's crew knew just what they were about when they took aboard the big iron hooks fastened to the long heavy chains and "went sharking."

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PORTLAND, ME.

The schooner Two Sisters landed the big fish catch of the mid-summer at the fish company pier, New Bedford, a swordfish that weighed 536 pounds.

